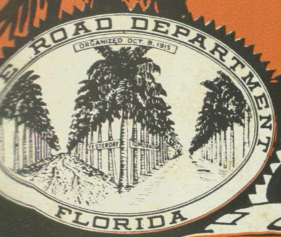


FLORIDA

Highways



Official Publication of

State Road Department of Florida---Florida Highway Patrol

VOLUME 10
NUMBER 7

JUNE 1942

FLORIDA STATE LIBRARY



Howdy Soldier!

Like Florida?

FLORIDA HIGHWAYS will publish the three best articles, stories, or poems on Florida, written and illustrated by men now serving in the Army, Navy, Marines, or Coast Guard. Winners will be determined in a contest conducted by the WPA Art and Writers' Projects. To assist servicemen interested, Scribblers' Clubs have been established in WPA Art Centers throughout the State where trained writers and artists will give advice and suggestions to those who register for the contest. In addition to publication of their efforts, winners of the contest will receive prizes from the sponsors. First prize will be a Savings Bond.

Length of entries should be between 1,000 and 5,000 words, but the number of illustrations or photographs will be left to the judgment of the authors.

Inquiries relating to the contest should be addressed to the WPA Art or Writers' Projects, 49 West Duval Street, Jacksonville.

Transactions of Meeting of Florida State Road Department

HELD IN PENSACOLA MAY 22

Pursuant to mutual agreement and call by the Chairman, the Members of the State Road Department met for the consideration of all Department business, at Pensacola on May 22, 1942, with the following attendance:

Thos. A. Johnson, Chairman; James R. Stockton, Jack F. Townsend, C. Fred Ward, Members; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Asst. State Highway Engineer; W. A. Kratzert, Maintenance Engineer; T. M. Shackelford, Attorney; R. W. Ervin, Jr., Assistant Attorney; R. J. Waterston, Auditor; J. R. Slade, 2nd Division Engineer; H. H. McCallum, 3rd Division Engineer; N. S. Emery, 4th Division Engineer; W. D. LeVeille, 5th Division Engineer.

The Members were advised of the appointment of Hon. O. G. Lindsey of Miami, as Member from the Fourth Congressional District succeeding Hon. H. H. Hector, resigned, and of Mr. Lindsey's inability to attend the present meeting.

APPROVAL OF MINUTES

On motion of Mr. Townsend, seconded by Mr. Stockton, the minutes of the meeting held on April 9 were approved.

MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Townsend, seconded by Mr. Ward, the expense accounts of members were approved and ordered paid, as follows:

C. Fred Ward.....	\$ 5.92
C. Fred Ward.....	47.90
James R. Stockton.....	59.90
James R. Stockton.....	34.45
James R. Stockton.....	29.55

APPROVAL OF AWARD OF CONTRACTS SINCE LAST MEETING

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects and for the furnishing of certain materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

(Continued on page 19)

BIRTLEY REVIEWS NEW STATES' LEGISLATION

H. M. Birtley, secretary of the Florida Section, American Road Builders' association, with headquarters in Tallahassee, has prepared a resume of legislative acts affecting highways passed by State legislatures of the country this year.

The Birtley report to members of the Florida section in part follows:

"Regular sessions were held or are still under way in Kentucky, Mississippi, New Jersey, New York, Rhode Island, South Carolina, Virginia, and special sessions in Arizona, California, Illinois, Kentucky, Maine, Massachusetts, Michigan and Pennsylvania.

"Attempts died or were killed in Kentucky to increase the State gasoline tax from 5 cents to 6 cents per gallon, in South Carolina to increase the gasoline tax rate 1-2 cent, to be used for an increase in teachers' salaries and pensions, and in Mississippi to reduce the price of automobile license fees to \$3. Another Mississippi

proposal for a 2-mill increase in the maximum limit for road taxes failed to come out of committee.

"Illinois, Michigan, Mississippi, New Jersey, Rhode Island, South Carolina and Virginia enacted tire-theft laws, imposing stringent penalties for tire stealing. Pennsylvania and South Carolina adopted measures authorizing motorists to operate with only the rear license plate on their automobiles, returning the year's extra plate to the State for war industry.

"Several States have liberalized their trucking laws. Kentucky increased the allowable gross weight of motor vehicles from 18,000 to 28,000 pounds, and the permissible length of semi-trailers from 30 to 33 feet. Virginia increased the maximum gross weight of trucks from 35,000 to 40,000 pounds and the permissible axle weights from 16,000 to 18,000 pounds, with a 5 percent tolerance. Both of these laws will be in effect during the war and will apply to routes designated by the highway department."

AVIATION HERO WELL KNOWN BY FLORIDIANS

Major General Clarence L. Tinker, who selected himself as flight leader on a dangerous mission in the battle of Midway because he would not ask others to take risks he would not take himself, and did not return, is well known in Florida. He was formerly stationed at MacDill Field, Tampa, and his family makes its home there. He often visited other fields in Florida.

General Tinker was an American Indian originally from Oklahoma. He served as air attache at the Court of St. James and at the time of his courageous action was serving as commander of the Hawaiian Air Force.

Another new Florida war industry has been started at Castleberry, near Orlando where silkworms are being cultivated by Mrs. R. C. Nash. Mrs. Nash's father, John D. Cutter, New York, was a pioneer in the silk industry in the United States.

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FLORIDA HIGHWAYS

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Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 10

JUNE 1942



NUMBER 7

J. E. ROBINSON
SAM ELLIS

Publisher
Editor

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the Editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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EDITORIALS

Florida Hard At It

AS AMERICA enters the second half of the first year of the war against Hitler, Hirohito and Mussolini, it finds Florida and Floridians closer, perhaps, to all-out war effort than any other State in the Union. There may be other States which, because of their industrial facilities, are providing more actual shot and shell to hurl at the enemy, but no State in the entire country can boast a greater enthusiasm for cooperation, a finer consideration for the men in training or a more graceful acceptance of the restrictions necessary for the successful prosecution of the war.

While everyone agrees with Governor Holland in his efforts to have Florida removed from the gas rationing area, traffic counts made by the State Road Department, showing a 17.8 percent decline for the first four months of the year, clearly indicate the desire of the average Florida motorist to save gasoline and tires. Although feeling that the chief State executive has a clear-cut case when he tells Coordinator Ickes that Florida has transportation facilities to provide its own gasoline without interfering with the National supply, it is clearly evident from the traffic figures that there has been no cheating and no apparent effort to get around the restrictions. The fact that Floridians asked for fewer "X" cards per capita than residents of other southern States is another proof of the patriotism of our citizens and their willingness for sacrifice.

OPA officials announced that but two percent of Florida motorists received unlimited purchase or "X" cards, while 86 percent received "A" cards entitling them to minimum purchase of gasoline. In the southeast six and one-half percent of motorists received "X" cards and 52 percent "A" cards. In the 16 southern States 3,000,000 "A" were issued and approximately one-sixth of them were issued in Florida.

From every part of the State come reports of organized efforts to cooperate with the Federal government in the gasoline-tire shortage. Some of these movements are directed by branches of the Florida Defense Council while others have been initiated by the heads of businesses which operate truck lines, both private and common carrier. Prominent among these conservation movements is that of the Florida Wholesalers and Manufacturers association which is at work at the present time on a clearing-house arrangement for deliveries which, undoubtedly, will save many tires and much gasoline. Hundreds of trucks which have been engaged in the delivery of nonessentials have been withdrawn from the highways. Consumers, while inconvenienced, have accepted with a smile.

Bus and train service, most vital to the livelihood of Florida, has been strained to the point of breakage and those who do not have to travel have been urged to stay at home. Floridians who have been accustomed to going to the mountains for their vacations should get out their State maps and pick out resorts closer to home. There

are plenty of seaside spots which are just as comfortable in summer as they are in winter and they may be a lot safer. As pointed out in an editorial in one of the State's leading newspapers, the Germans and Japs who may be submarining in adjacent waters have much more important uses for their ammunition than shelling seacoast towns, even if they would like to.

On the productive side Florida has been doing more than her part. Recent report from Pahokee that vegetable fields showed a 25 percent increase during the past eight months compared with a year ago is illustrative of the effort that is being made by Florida growers. The same kind of a report could be made from almost every growing section of the State. Some of this increased production has been at an increased cost not covered by an increased selling price. Labor costs are high and there may soon be a serious shortage which may require a call for volunteers.

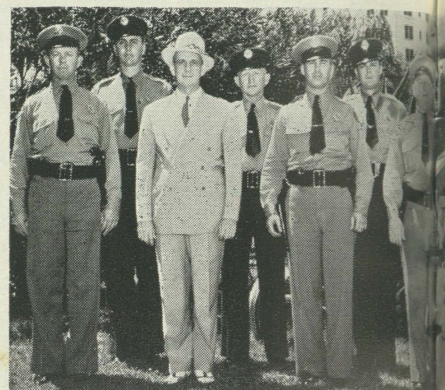
During the month Florida's first industrial pool was formed under the direction of Chester B. Treadway, industrial coordinator of the State Defense Council. This pool will list every available machine and tool shop ready to accept war contracts and subcontracts. If there is no serious delay in the industrial pool program Florida will be in a position to be the first State in the Nation to offer its entire resources to war production.

Florida's present industrial effort forms no small part of the National all-out war movement. Tampa's shipyard had already turned out a merchant fleet and it is quite likely that Florida-produced bottoms have been among those which have made the long trip to our allies in the Far East. Jacksonville's new shipyard is getting underway while smaller yards of the upper St. Johns have been turning out smaller craft for many months. Hillsborough County will soon be turning out concrete barges. A long-established boatyard at Pine Castle is working on a war contract while at Lakeland craft which can go on either land or sea are being turned out. Volusia County machine shops have been on war contracts for some time and the future will see almost every available wheel in the State turning for victory.

In the meantime careful research is being made for new uses for Florida natural resources. Under the direction of G. G. Ware, Leesburg, chairman of the industrial committee of the State chamber of commerce, studies have been started to see if this State cannot be of further use in the National war effort through production of minerals and plastics heretofore overlooked. Other scientists are investigating the possibilities of the State for growing tea and coffee, medicinal herbs and other raw materials which have been imported, the supply of which has now been restricted or cut off due to the war.

Summed up, Florida's war effort is considerable. It could be more. It will be more. All Florida is waiting for is to be told what is needed. If it is further sacrifice, further production of foods, further production of ships and machinery, we are ready.

PATROLLING THE PENINSULA



Director Jesse J. Gilliam of the Florida Department of Public Safety and a group of State Patrol officers

Halting Highway Hazards . . .

Sgt. C. A. Brooks

Records Department, Florida Highway Patrol

Engravings herewith are by courtesy of Public Safety, magazine of the National Safety Council. They were used in illustrating an article by Sergeant Brooks which gave National recognition to the work of the Florida Highway Patrol, of which Hon. J. J. Gilliam is director.

WITH A National 40 miles per hour speed limit a possibility, and tire and gas rationing what they are, we can only hazard a guess of the future traffic story, but we can tell you what the possibility is at present of your life being snuffed out in a traffic accident in Florida or in other States.

Since February 1942, the Nation has steadily reduced its traffic deaths, averaging 11 percent reduction for February, March and April, over last year's terrible toll for the same period. However, the situation in Florida is considerably different. The records show a 29 percent decrease in traffic fatalities for the first four months of this year, compared to the same period in 1941. There are only four other States showing a greater reduction during these same months.

These figures are provisional; however, it is hoped that all traffic fatalities for the first four months of this year have been reported by now and this splendid record will not be changed.

This reduction in traffic deaths did not just happen, something was done about it. In effecting this reduction Jesse J. Gilliam, director of the Department of Public Safety, faced the problem from a practical and simplified point of view. Contributing factors were carefully analyzed and patrol activities were based on actual traffic experiences. This information is obtained by analyzing the accident reports that come to this department from all over the State.

Analysis of accidents reports received during January, February, March and April of 1942, reveal that four major violations were con-

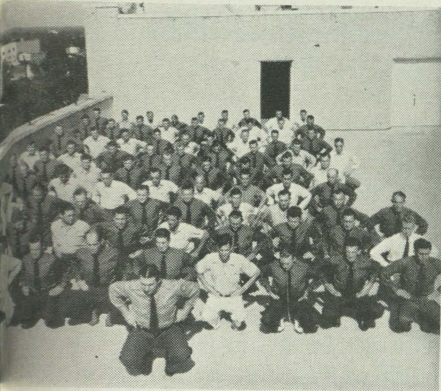
tributing factors in 69 percent of all accidents reported and involved 82 percent of the fatal accidents.

The leading violation is speed, which contributed to 27 percent of all reported accidents, and 51 percent of all fatal accidents. Second, are those who violated the right-of-way. This offense contributed to 17 percent of all reported accidents, however, only six percent of the fatal accidents. Third, motorists driving on the wrong side of the highway or street, or to put it another way, motorists who drive over the middle of the highway or street contributed to 16 percent of all accidents reported and 21 percent of all fatal accidents. Fourth, motorists who disregard stop signs were the cause of nine percent of all accidents reported and for four percent of all fatal accidents.

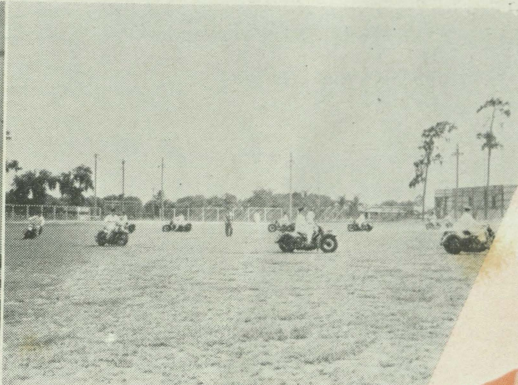
Next, a study was made of the four major causes of motor vehicle accidents attributed to vehicle defects, and it was determined that defective brakes led, with tire blow-outs or punctures a close second, defective steering gear following third, with defective lights fourth.

Next, the condition of the driver was carefully analyzed, and it was determined that intoxicated drivers are a serious menace to highway safety and contribute largely to traffic accidents. However, drivers who fall asleep or became too fatigued to keep their cars under control came in for some consideration.

An enjoyable part of the training — examining an applicant for driver's license



Training course for prospective patrol officers included special attention to physical fitness



Motorcycle maneuvers provided ample opportunity for the officers to develop skill



Director Gilliam

Finally, accidents were analyzed by type and it was found that 64 percent of all accidents reported, involved a collision of motor vehicles involving 28 percent of all fatal accidents. However, cars ran off the roadway in 19 percent of all reported accidents resulting in 19 percent of all fatal accidents.

This study of actual causes followed by selective prevention measures is responsible for the great decrease in traffic deaths in Florida.

The seriousness of the pedestrian problem cannot be over emphasized. Reports show that pedestrian action often contributes, and many times causes accidents in which they are involved. Only five percent of all reported accidents involved a pedestrian, but resulted in 28 percent of the fatal accidents. A great number of accidents involving a pedestrian result in death. During the first three months of this year there were three pedestrian accidents, in which more than one pedestrian was killed.

Tables of facts and figures showing State-wide traffic accident experience are compiled monthly and sent to law enforcement and other interested organizations when requested.

Patrol officer gives first aid treatment to injured motorist. At the right, officers check license during training course which qualified them as examiners

Florida highway patrolmen, driving 125 cars and 30 motorcycles, are riding the highways with one principal purpose—*Prevent Traffic Accidents*—thereby saving the lives and property of motorists who have a right to expect this protection. Experience has shown them that the majority of motorists are willing and anxious to cooperate. It is the small minority of self-willed, irresponsible or reckless drivers who make law-enforcement necessary.

Our records show that during the first quarter of 1942, highway patrolmen worked approximately 160,000 hours, traveling approximately 1,450,000 miles, investigating accidents in which there was approximately \$212,000.00 property damage, and 1,000 motorists were

given written warnings for violations during this period. These warnings are filed against the driver's record.

Mr. W. B. Lindsay, executive officer in charge of the drivers license division of the Department of Public Safety has installed an ultra-modern system for filing driver information. A permanent record is kept of each driver, filed in a manner permitting a clerk to find any one of the approximately 750,000 records in a matter of seconds. Fourteen thousand new drivers passed tests during the first quarter of 1942, permitting them to obtain a Florida driver's license.

(Continued on page 17)





Pensacola Beach, northwest Florida's hot weather haven on Gulf of Mexico

No Rationing of Florida Climate . . .

WHILE TIRES and gasoline are being rationed and there are evidences that travel by train and by bus may be more or less restricted as times goes by, there will be no rationing of Florida's incomparable all year around climate and manifold natural attractions, nor is there a threat that use of the State's thousands of miles of superb highways will be in any way curbed regardless of the demands of the emergency which the world faces in the form of an all-out global war. The air-conditioned Sunshine State has an irresistible lure which rations and restrictions cannot dim.

The foregoing statement of facts must not be interpreted as the prelude to an argument calculated to prove that in spite of wars and war's alarms, Florida is destined to be overrun with visitors either this summer or during the coming winter and that the hotels and apartments and rooming houses will be crowded as never before and that restaurants and other eating places will be required to run on a 24-hour basis in order that all comers may be served. Nothing like that.

But, there will be visitors both this summer and next winter though, because of tire and gasoline rationing and some restrictions regarding train and bus travel, they will not come by the hundreds of thousands as they did in other and happier days. The health-giving climate, the sunshine, the natural attractions and many man-made attractions, the good roads, the capacious and well furnished hotels, apartment houses and restaurants are here, and there are hundreds of thousands of men, women and children throughout the country know they are here and will come to enjoy them if they can find a way.

George H. Clements

That they want to come is evidenced by the thousands of letters of inquiry received by the several departments of State government as

well as by chambers of commerce and other agencies scattered over the State, asking for descriptive literature and expressing a desire to see and enjoy the opportunities afforded by Florida of which they have heard or read and regarding which they wanted to know more.

Many of these letters come from relatives and other friends of some of the tens of thousands of men in the military service of the country who have been stationed, are now stationed or who will be stationed in Florida for training or other purposes. Those relatives and friends have been receiving letters from the boys, telling of the glories of the State, and those letters whet their desire to be given fuller information, hence their requests for illustrated booklets and pamphlets and maps, as well as facts and figures covering opportunities for home making and investment.

Judging from the foregoing, Florida is destined to profit greatly as a result of the bringing into the State of the hundreds of thousands of young men from all parts of the country to camps for their military training. Not only has their interest in the State been aroused to the point where they will want to return after the war either as summer or winter visitors or as investors and home makers, but a vast army of their relatives and other friends has become interested to the point where they will make short visits now and come by thousands when peace has been established and war time restrictions regarding travel have been removed.

But, that is after the war. What of the present and the immediate future? Is there any hope that in spite

Summer Sunday evening scene at Vero Beach (below)



of rationings and other restrictions any appreciable number of visitors may be attracted to the State to take advantage of the health giving properties of Florida's sunshine, its exotic scenery, its beautiful cities, its incomparable beaches, its myriad inland lakes and rivers affording the finest fishing in the world, its countless hotels, apartments and restaurants, to say nothing of the thousands of miles of splendid highways by which those attractions may be reached while enjoying that "furlough" which all agree—even President Roosevelt insists is necessary for the maintenance of that superabundant health which enables the possessor to stand up under the strain of war?

It is appreciated that this is no time for foolish optimism nor is it the time for pessimism born of despair or a defeatist attitude. For many reasons, some of which have been cited above, there will not be as many visitors in the State during the emergency as there were before but, also for reasons to which reference has been made there will be not only thousands from out of State who will travel by train and bus as well as by private cars owned and operated by men who by the nature of their business connections are in position to secure the required amount of gasoline and tires with enough mileage in them to make the trip to Florida possible.

Then there will be the citizens of Florida—tens of thousands of them, who should be taking advantage of the lighter traffic on the highways to see those sections of the State which they always have wanted to see but never did because of fear of the dangers of congested city streets. Tire rationing and gasoline conservation have eliminated or minimized traffic congestion. It is true that because of those two things long trips cannot be taken, but even with "A" or "B" gasoline cards short journeys of 50 to 100 miles may be indulged in with even tires worn rather thin.

And, trips should be taken every once in awhile if only just over the weekend. They relieve tension caused by the pressure of life as it is lived in these trying times as well as give one a new viewpoint, the result of seeing strange places which one may have always wanted to see. As said above, President Roosevelt all along has insisted that vacations, or as he calls them now, furloughs continue to be taken just as they were taken in days gone by.

Now comes Donald Nelson, Chief of the War Production Board, who sets forth the official policy of that body with regard to vacations during war times. He says that experience here and abroad proves that the worker even stimulated by the urgency of the war situation cannot work long hours and maintain peak output indefinitely. He adds that we may be sure that some rest period or vacation taken this year is going to prove



Municipal spa, St. Petersburg

doubly effective in the restoration of the energy of any man interested in the war even though he may not be directly connected with the war efforts.

An editorial in the recent edition of *Liberty* magazine says that with us, meaning the Americans, the vacation has become much more than a fortnight of holiday. It has become one of the most intimate and cherished of family affairs. It has become the time of year when father and mother, the youngsters and the dog set off in search of adventure and a complete forgetfulness of the ordinary cares and chores of life, and then adds that the editors of *Liberty* think it important to urge heads of families to figure out a real vacation because if the vacation is missed, Hitler would chuckle.

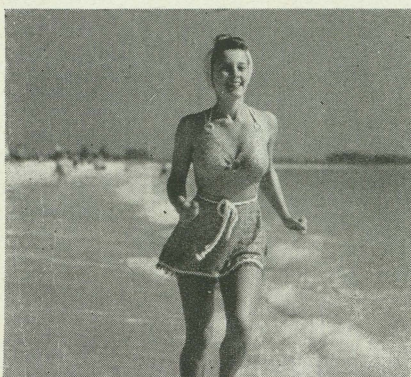
American correspondents returning from Hitlerite Germany all call attention to the fact that Hitler and fellow advisors insist upon frequent vacations for all engaged in war work. In the ten years devoted to building the great German war machine, it has been learned that there is such a thing as overwork, and that overwork is a deterrent to progress. It causes a man to slow down, therefore, cutting the volume of production. If too long hours and too close application to work will produce those results in Germany, they will be equally productive of such results in America and should be guarded against, by insisting upon vacations even though they are in the nature of short weekend trips where new sights, new sounds, new faces and new viewpoints may refresh the mind.

When the headlight, dashlight, or any other lights about the car flicker, it is a signal that there probably is a loose connection. As a signal, it is just as definite in its way as the red light warning of a grade crossing.

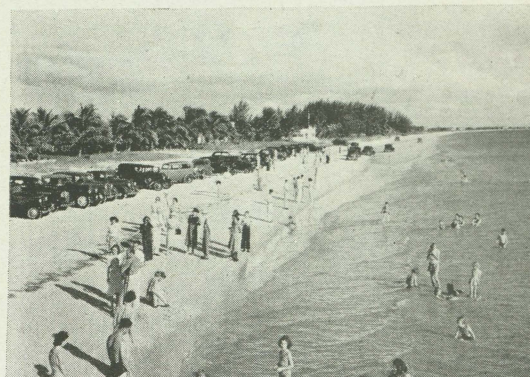
Jacksonville Beach, Jacksonville



Breakers at Sarasota Beach



Fort Myers Beach





Constructing highways like that shown above, capable of carrying the heavy loads of Army transportation, retreatment of surfaces and the strengthening of bridges, all in cooperation with the United States government war effort, has constituted much of recent activity of the Florida State Road Department. Below W. M. Parker, division engineer in charge of research and records, tells of the shifting of the highway development program from one of purely State benefits to one in which National interest predominates.

Aid To Defense, FRD Keynote . . .

By W. M. Parker

Division Engineer
Research and Records
State Road Department

PROBABLY nothing better typifies the radical change in the American viewpoint brought about by the necessity to prepare for our defense than that which was witnessed in 1941 in the shifting of our highway development program from one of purely State benefits to one in which National interest predominated.

Previously, National interests were benefited only through the indirect influence of Federal (monetary) aid in the development of a limited number of miles of road important from a regional or National standpoint, and aid in the elimination of grade crossings.

This shift in the objective of highway development in Florida began in 1940 with the establishment of the first training bases in the State and finally culminated, after our entrance into the war and the full realization of the imminence and power of the threat to our democratic way of life, in the present policy of undertaking highway improvement only when it contributes to our National war strength.

Florida, by reason of its level terrain and mild climate, is ideal for military training bases. By the end of 1941 fifteen such bases had been established in the State. All except two of these were new, and the old ones were expanded. All of them required access roads—roads from the base to main highways.

Our main highways, while capable of accommodating a large volume of light traffic typical of our non-industrialized State, are not adequate for heavy military equipment. The weakest link in the system is the

bridges, of which less than 43 percent have a load capacity of 15 tons or over.

Not all the roads on our State-maintained system are significant from a military and National defense standpoint. The War Department,

acting in cooperation with the Public Works Agency (Bureau of Public Roads) and the State Road Department, has selected 2,100 miles of roads in the State as the strategic network. These fall in the same category as access roads in being of vital importance in National defense.

We have, then, on the State-maintained system six classes of roads, or road development, five of which are highly important from a National and defense standpoint, and over which the Federal government exercises some control, and one group over which the State exercises its sole discretion in the development.

Those composing the first group (of National defense significance and Federal control in development) are (1) access roads, (2) strategic network, (3) Federal aid primary, (4) Federal aid secondary, and (5) grade crossing elimination. The sixth group includes all other State-maintained roads.

The extent to which National interests have predominated in the construction work of the State Road Department is indicated in the following analysis of contracts let during 1941. Of the total contract commitments shown the State Road Department's portion exceeds \$5,000,000:

(Continued on page 18)

CAPITAL CHATTER . . .

STATE departments and bureaus continue to practice wartime economy by reducing their payrolls. The State Highway Patrol has been reduced from 160 to 140 men in recent weeks, Director J. J. Gilliam enforcing a policy not to replace men called into the service to meet falling revenue. The State Hotel Commission has dropped an additional list of 15 field men at a saving of some \$3,000 a month. Other bureaus and agencies have made similar reductions. . .

Additional State taxes are not necessary to make up deficits in receipts from present taxes due to war conditions, Governor Holland told members of the Florida Pharmaceutical association meeting here . . . During the convention the present governor met the grandson of the first governor of Florida, Joseph (Uncle Joe) Haughton of Palatka, now 75 years old . . .

Officials have received word from Washington that the official name of the Air Corps gunnery school at Tyndall Field (Panama City) has been changed to the Air Forces Gunnery School . . . Another name change officially noted here is that of the Fort Marion National monument (St. Augustine) to the Castillo de San Marcos National monument . . . FSCW's '42 graduating class had 290 members, the largest in the 37 years' history of the institution . . . Dr. Edward Conradi, former president, has been given an honorable doctor of laws degree at Indiana university . . .

State Representative Rainey Cawthon (Leon) has been commissioned a first lieutenant in the U. S. Army . . . Governor Holland personally presented diplomas to the 16 students graduating from the Florida State Hospital School of Nursing while members of the State cabinet looked on . . .

The Florida Teachers Retirement Fund bought \$1,000,000 worth of U. S. treasury bonds at 2 1-2 percent interest for 20 years. The fund already owned \$300,000 in war bonds maturing in 10 years . . . Ben A. Meginnis has been appointed by Governor Holland as county judge (Leon) to succeed Judge James C. Gwynn, who has been ordered into active Army service.

Florida farmers received \$92,455 for eggs sold through facilities of the State farmers' markets to the Federal government from April 1 to June 2, according to announcement of Commissioner of Agriculture Nathan Mayo . . . Waste paper has been removed from the defense salvage program, says Director C. C. Codrington . . . Ray Knowles, Green Cove Springs, has been named to the Clay County commission to succeed Frank Williams, resigned . . . Mrs. Jennie Curtis Pierce, Key West, has been appointed to the Monroe County board of public instruction to succeed her late husband, Clarence H. Pierce . . .

State revenues from liquor taxes in May totaled \$444,141 in May against \$397,436 in May 1941, Director E. W. Scarborough announces. Collections since July last year to June 1, this year, total \$5,444,495 . . . State Librarian W. T. Cash is making a survey of valuable records in the capitol which might be taken to safe places in the event of air raids . . . *Distaff*, quarterly magazine of students of FSCW, is one of 16 similar publications to win "All American Supreme Honor Rating of the National Scholastic Press Association, Miss Margaret Diaz (Tampa) editor for the past year, has been advised . . .

Farmers of the State have been asked by Nathan Mayo, Commissioner of Agriculture, to continue the growing of vegetables through the summer when and where possible, saying "It is our patriotic duty to feed the greatly increased population centered in military and defense posts." . . . The commissioner also warned citrus growers that the use of arsenic sprays is still strictly against the law regardless of war conditions . . . Milton D. Magenheimer, 26, principal of the Florida Industrial School for Boys (Marianna) has resigned to enter the Army as a private . . .

ROSE MADE CHAIRMAN SECTION OF FINANCE

Chairman E. C. Langston, Florida Section, American Road Builders' association, has appointed Carl G. Rose, Ocala, chairman of the section's finance committee. L. B. Mc-

LINDSEY, MIAMI, MADE NEW MEMBER OF BOARD

O. G. Lindsey, Miami, has been appointed to the State road board to succeed H. H. Hector, Miami, resigned. The appointment, made by Governor Holland, runs until October 7, 1944 and is subject to confirmation of the 1943 senate.

ROAD ALONG COAST IS CLOSED DURING NIGHT

The Jupiter-West Palm Beach section of U. S. Highway 1, also designated as State Road 4, has been closed to night driving and Road 140, between Jacksonville Beach and Miami Beach, is being closed to thru traffic at night, by order of the State Defense Council. Both highways are within sight of the shoreline and the measure is taken as a protection to shipping.

The restrictions will apply between half an hour before sunset and half an hour before sunrise.

ROAD DEPARTMENT MAN SUCCUMBS IN DELAND

Thomas Bog Slade, connected with the engineering office of the State Road Department, passed away this month at his home in DeLand. He leaves his widow, two sons and a daughter.

TOURISTS GET CARDS FOR RETURN TRIP

Remaining tourists in the State will be able to get sufficient gasoline to return to their homes through a special arrangement which has been approved by W. C. Sherman, State Rationing Administrator.

When ready to leave for home, visitors are instructed to apply to the rationing board where they have been located.

BUILDERS AND ENGINEER CONFER ON COOPERATION

Cooperation of members of the Florida Section, American Road Builders' association, and the State Road Department in all matters pertaining to the successful prosecution of the war was given a tremendous boost at a meeting held in Orlando this month attended by road builders and W. H. Dowling, State Highway Engineer, and members of the State Road Department engineering department.

Leod, Orlando, and S. B. Brinson, Tampa, were appointed members.



FLORIDA FOURTH ESTATE

Would Stop Exploiting the South

We are glad to note that another strong and influential voice has been raised against the exploitation of the South, an evil which we long have insisted must be eliminated before this section can hope to attain its rightful place in the National economy.

Mark Ethridge, vice president and general manager of the *Courier-Journal* and *Louisville Times*, told delegates to the annual meeting of the National Conference of Social Work at New Orleans the other day what we have long stressed, except that he put it a little differently. The South, he said, will continue as "economic problem number one until the National conscience becomes as aware of injustices within our borders as it is of those outside."

Boiled down to its fundamentals his idea is the same as ours; namely, that so long as the South contributes its raw materials and its manpower to processing by absentee capital, it cannot overcome the poverty that is too widespread here.

What this means may be imagined from the fact that out of Southern soil comes the leading cotton, tobacco and naval store crops of the earth; out of the South's rocks comes one-fifth of all coal America consumes, out of the South comes one-half of all the marble that goes into America's buildings and a tenth of all the iron.

The South supplies 97 percent of all the phosphates America uses, two-thirds of all the crude oil and natural gas, and produces all but one percent of the sulphur. We have 27 percent of the Nation's hydro-electric generating capacity and 13 percent of all its undeveloped water power. Also within the South are more than half the land upon which crops can be grown without frost for more than six months of the year and more than 40 percent of all the Nation's forests.

Despite the vast natural resources the South will not have the means to repair the exploitation until the outside investors are ready to "plow back some of the capital they have drained off."

A contributing cause of this state of affairs is suggested in the fact that the South hasn't a single politician who thinks in terms of economics. "They go up to Washington and become members of the judiciary and foreign relations committees and make eloquent speeches, while leaders from other sections are taking our pants off economically."

Mr. Etheridge issues a fighting challenge to the people of this section in the statement, "I foresee after the disappearance of the war babies a worse industrial situation and greater distress if the South is left to its own resources," and there can never be a permanent Southern industry or a decent wage level as long as the South suffers the injustice of having its rich resources hauled out for manufacture elsewhere.

That is a challenge that should bring all

Pointers For Pedalers

Public Safety Magazine suggests that Americans can be divided into two groups—"the 9,000,000 who have bicycles and the 121,000,000 who are trying to get them."

That is of course an exaggeration used to emphasize the remarkable return of popularity during the last two or three years of bicycles, and the responsibility it has placed upon the riders and the motoring public to observe rules of safety.

Curtailement of automobiles, tires and gasoline has given marked impetus to the demand for these useful machines, increasing sales by 18 percent in 40 cities surveyed by the magazine. The increase has been much greater in many communities, Cleveland having jumped from 44,000 in 1940 to 62,000 in May of this year, Miami from 2,000 to 14,000 and Oklahoma City from 3,000 to 10,000. Sales here have been stabilized for several years, and it is believed that there are approximately 15,000 in use at this time.

With 15,000 bicycles on the streets, the need for the observance of safety rules is obvious, whether the pedal pusher be tyro or veteran. The National Safety Council suggests the following:

1. Obey all traffic laws, signs and signals.
2. Ride at the extreme right of the street with traffic—not on the left facing it. Don't zig-zag.
3. Ride single file — never two or more abreast.
4. Keep both hands on the handlebars. Don't stunt or indulge in horseplay.
5. Never hitch a ride on another vehicle.
6. Carry packages in a basket, or attached securely to the bicycle where they will not interfere with steering, pedaling or vision.
7. Never ride double or carry a passenger on the handlebars.
8. Keep your headlamp and rear reflector in good working order if you ride at night. A rear light is better than a reflector. And by all means, have a horn or bell on your bicycle—and use it.
9. Use arm signals when you turn.
10. Dismount and walk across busy corners.
11. Take it easy, and be even more careful than when driving an automobile. A bicycle is no match for a car!
12. Remember—your bicycle is subject to the same general traffic rules as an automobile. Obey them!—*Florida Times-Union*.

classes of Southerners together in a common cause, for the common purpose of overcoming the very weaknesses that he holds up before the spotlight. Unless we do get together our failure may well be looked upon as an admission that we think people in other parts of the country are more intelligent and we depend too much upon them for leadership and direction.—*Florida Times-Union*.

Officer or Cop?

One night when someone was cutting your back screen, you frantically called for an officer. It was an officer who took your little girl by the hand and helped her across a busy street toward school. It was an officer who served as an escort at the funeral of Aunt Marg.

But it was a "dirty cop" that gave you a ticket for running a stop sign. You didn't intend to run the stop sign, you were just thinking about something else that was bothering you. But you would have been just as dead if that truck driver going the other direction hadn't jammed on his brakes.

It was a "dirty cop" who curbed you as you were returning from the night club weaving through traffic at 50 miles per hour with a few too many under your belt. He didn't enjoy doing it, because he thought of his wife and kid when he pulled that light motorcycle out in front of your heavy touring sedan. He has to do that several hundred times each month for \$150, and he never knows which time he may join his fellow officers who are already in the hospital for similar accidents. He would have let you gone on until you ran into an underpass pillar and killed yourself or someone else, but he chose to risk his own life to save yours.

He was a "dirty cop" when he testified you were under the influence of intoxicants although two doctors or two laymen, who saw you fail on the coordination test, corroborated his testimony and the drunk meter showed you had more than the "two bottles of beer" you admitted drinking.

He touched his cap and said: "I'm sorry, sir, but I must give you a ticket," but he was a "dirty cop" and abused you, so you said. He was a fine young college graduate when you hired him as an officer and swore him to enforce the laws you made to protect your life and property but he is a "dirty cop" when he gives you a ticket.

He has been instructed to be courteous to you. Help him to do so by being courteous to him.—*Tampa Daily Times*.

Day by day, the Nation's training program for the armed services is expanded in Florida. This State's many advantages have been recognized—and are being utilized increasingly.—*Times-Union*.

You don't have to ask an official what he will do tomorrow if you know what he did yesterday.—*Wewahitchka Breeze*.

Florida is fortunate in that the State's road system was as far advanced as it was, when war struck!—*Times-Union*.

If you can keep from being jealous and envious of your fellowman, you are pretty well civilized.—*Bunnell Tribune*.

Supreme Court Interesting Rulings

LANDOWNERS who lost their tax certificates at Murphy Act sales must pay the face value of the certificates in order to redeem them after the two-year redemption period of the law has passed, according to ruling this month by the State supreme court on a 4 to 3 split decision in a case from Palm Beach County. The previous opinion had said that the certificates could be redeemed by the former owner at the amount they sold for at auction plus interest. The Palm Beach circuit court decision that Alice R. Prudden and others must pay \$4,000 for tax certificates which sold to Ricker Alford for \$232 was affirmed by the court's latest ruling, coming after the case was reheard.

* * *

City councils cannot be held responsible for the shifting tides and shorelines of the Atlantic Ocean, according to a decision of the State supreme court, affirming a decision of the Dade County circuit court which upheld a decision of the Surfside city council to revoke a hotel building permit issued to R. W. Godson.

Ordinances of Surfside provided that such buildings could not be nearer than 40 feet to normal high tide of the ocean. The city issued a building permit, but it later developed that the ocean's high tide had moved inland several feet, making the original permit provide for a hotel building too close to the water.

* * *

Because it held that the Orange County school board had not entered a proper judgment in the case, the State supreme court reversed the dismissal of H. J. Laney, principal of the Apopka schools. He had been charged with immoral conduct and the use of intoxicating liquors.

In sending the case back to the lower court, the supreme court declared:

"In the state of the record in which it appeared in the circuit court, the judgment, if it could be called a judgment, or order of the county board of public instruction should have been quashed and the cause remanded to the board with instructions to make a finding of fact with sufficient definiteness to advise the accused as to what facts the board found sufficiently proven to substantiate charges which would warrant forfeiture of his position as principal."

SIMPSON IS ELECTED SPEAKER '43 HOUSE

Richard H. Simpson, Jefferson County, recently chosen for a third term as a member of the house, was unanimously nominated speaker of the 1943 house at the third biennial caucus of the State House of Representatives held in Tampa early this month.

Archie Clement, Tarpon Springs, was chosen speaker pro tem, Ben H. Fuqua, Jr., Manatee County, was chosen clerk and Nathan Jones, Jacksonville, was chosen sergeant-at-arms. Clement is serving his fourth term from Pinellas County. Fuqua is serving his third term as clerk and Jones has been sergeant-at-arms for 16 years.

"Maybe sometimes we will not agree," said Simpson following his election, "but I will always try to give you a good reason why I cannot."

The caucus passed a resolution in support of Governor Holland's efforts to have Florida gasoline rationing removed.

The supreme court did not make any ruling on the sufficiency of charges or evidence against Laney, confining its reversal to the order of the school board.

* * *

Failure of a divorced wife to make her ex-husband pay awarded alimony over a period of 17 years does not exempt him from paying, according to a decision of the State supreme court in affirming a \$8,400 back alimony judgment of the Pinellas County circuit court against Thomas Lightsey, Jacksonville dentist.

Both parties left the State soon after she had been awarded a divorce providing \$100 a month permanent alimony and \$1,000 for non-payment of temporary alimony. Mrs. Lightsey later remarried and in 1940 sued for the sums due, the Pinellas court awarding her \$8,400 plus \$250 attorney fee and \$10 court costs. Lightsey appealed.

Justice Glenn Terrell, writing the opinion said:

"He contends, in other words," Terrell wrote, "that if he is shrewd enough to hide out for seventeen years and evade process, he should be relieved of the judgment despite the fact that he makes no claim that he was adversely affected by the delay

SOME "X" CARDS MAY KICK BACK—SHERMAN

Those who obtained "X" cards in the recent distribution through false representation are not out of the woods and may be considerably embarrassed, according to W. C. Sherman, State OPA Director, who declares that a State-wide investigation will be made to determine who should not be entitled to them.

"We intend to give everyone a chance to bring in their 'X' cards to the local rationing boards," said Sherman. "Those who have no legal right to them can save themselves embarrassment by voluntarily surrendering them and obtaining cards to which they are entitled."

Sherman's action came under a ruling from Washington authorizing local rationing boards to rescind "X" cards and withholding future ration cards to those who "cheated" in the original issue. He declared that the State headquarters is not going to interfere with local boards but that it does intend to see that the letter of the regulation is carried out.

Florida was shown to be the highest ranking State in the southeast in percentage of "A" cards issued in the report of regional OPA officials. Eighty-six percent of the motorists of this State called for the low limit cards and only two percent asked for the "X" or unlimited card. In North and South Carolina and in Virginia nine percent of the motorists received unlimited cards while in Georgia eight percent went for the whole amount. In these States basis allotments were 28 percent in Virginia, 34 percent in Georgia, 35 percent in South Carolina and 36 percent in North Carolina.

and is as silent as a sphinx as to his ability to pay. To permit such a contention to prevail would be to chloroform the element of right and justice on which all such controversies rest, and glorify any technical defense offered to defeat it."

* * *

In other decisions the court:

Affirmed the DeSoto County conviction of William Roddenberry for killing a person by driving an automobile while intoxicated.

* * *

Operators of dental laboratories may not solicit business by newspaper advertising, even though they require prescriptions from licensed dentists before making false teeth, according to an opinion of the supreme court.

Attorney General Issues Opinions . . .

Use of some of circuit courts as collection agencies for fees due attorneys in divorce cases must be stopped, according to declaration of Attorney General Tom Watson, issued following complaint of the Federal Social Security Board which declared that such practice had come to its attention.

The board stated that it is interested in the proper recording of final divorce decrees to prevent duplicate claims for benefits in the event a second marriage occurred when a divorce decree had not been recorded.

Writing to judges, Watson said: "The Federal Social Security Board has called my attention to the practice of a few lawyers, in some circuits of the State, withholding from record final decrees entered by the court in divorce cases, pending collection of costs and attorneys' fees.

"In some instances the parties to the action, relying on the pronouncement by the court, have married again, had children, and then discovered that the final decree was never entered and therefore had never become effective, thus coming face to face with the fact that their second or subsequent marriage may be void and their children of said marriage illegitimate.

"I know that in many circuits the circuit judge turns the final decree of divorce over to his secretary or to the clerk of the circuit court for immediate filing as soon as he has signed it. It would probably be a good thing if this policy were adopted and followed in all of the circuits."

* * *

Marriage does not remove a person from the restriction of the child labor law in Florida, according to an opinion of the attorney general, who held that persons under the specified ages, even though married, cannot be employed in places selling liquor, or in the manufacturing plants or in other business.

* * *

Governmental agencies which are self-insurers under the State Workmen's Compensation Act must pay an assessment for administration of the law the same as private employers, according to a ruling of Attorney General Tom Watson. Cities, counties and other political subdivisions which set up their own compensation insurance funds have been exempt from the assessment heretofore.

* * *

Leaves of absence may be granted

DROP IN FLORIDA AUTOMOBILE TRAFFIC

Automobile traffic in Florida is dropping at a rate exceeding that of any other State, giving testimony to the patriotism of Floridians, although cutting deeply into the revenues which are used for the construction of highways in the State.

Traffic counts on Florida highways for February were 24.6 percent less than the corresponding month of last year, according to the research and records department of the State Road Department which is under the direction of W. M. Parker. The average decrease for all States for that month was 7.6 percent. Traffic decreases for April, contrasted with April a year ago, ranged as high as 42.5 percent at the checking station on U. S. 17 near the St. Johns River at Sanford, which counted an average daily traffic of 1,523 vehicles. Gasoline consumption is off 17.8 percent for the first four months of 1942 and this does not reflect gasoline rationing which did not start until May 15.

Decreases recorded at other electric traffic counting stations: U. S. 41, 15 miles north of Tampa, 18.4 percent; U. S. 41, four miles south of Punta Gorda, 36.8; U. S. 79, four miles east of Bartow, 25.2; U. S. 41, one mile north of Jasper, 19; U. S. 90, one mile east of Baldwin, 39.5; U. S. 1, 15 miles south of Jacksonville, 29.6; Florida 13, near Waldo, 22; U. S. 1, near Boca Raton, 31.6; U. S. 441, five miles south of Apopka, 31 percent.

HALF-YEAR TAG SALE EXPECTED LIGHT

Half year automobile licenses went on sale July 15 but Henry J. Driggers, State Motor Vehicle Commissioner, says that he is not expecting a heavy sale because of the restricted production and sale of new automobiles.

Total sales of 1942 automobile licenses now total \$8,864,973 as to women officials of the State and counties who join the new Women's Army Auxiliary Corps under the same conditions as men who join the Army and Navy, according to opinion of the attorney general's office given to Governor Holland. The case of a woman court reporter who had applied for officer training under the WAAC was in question.

compared to \$8,690,000 for the entire 1941 year. Five hundred thousand tags were sold this year compared to 600,000 last year and the increase in revenue is accounted for by the 1941 legislation raising most tags by \$5.

Because of the shortage of steel new automobile tags will not be manufactured for the 1943 season. Old tags will be used with a metal tab, 1 1-2 by 2 1-2 inches, attached. This tab will bear the numerals "43" which also will be displayed on a sticker to be placed in the rear window.

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Lock Your Car When Leaving It . . .

Of necessity, in this modern day tempo automotive transportation has come to be relied upon as a major means of carrying out our objectives both in civilian and professional life.

And by the same token these vehicles must be equipped with adequate and suitable tires; now that we are confronted with an emergency it has become necessary to curtail the usage of tires other than those that are necessary for the equipment of our armed forces.

By virtue of this condition every citizen is automatically called upon to cooperate to the fullest, many of our previous pleasures will have to be eliminated, business firms will naturally find that a revision of their operations will have to be necessary, the adjustment that everyone will have to make in accordance with this should be looked upon and borne with the same spirit that prevails within us, as another cooperative and patriotic duty.

State, county, and municipal governments along with private firms and individuals are all in this same category; our American way of life, and our American way of rising to just such occasions assures full cooperation toward victory. The restriction on tires for the wheels on your car or truck, is assurance to you that on other wheels *are tires*, and that these wheels and tires are carrying a load for all of us, a real payload on a shameful and unjustified debt . . . Pearl Harbor.

Although government restrictions on the sale of new automobile tires and tubes have been in effect a very short time, the National Automobile Theft Bureau has already experienced a marked increase in the tempo of tire and wheel thefts. Consensus of opinion of officers connected with this class of theft is that we are on the threshold of a wave of tire thefts and of the stripping of wheels and tires from automobiles which will reach a peak by next spring.

Should restrictions on the sale of rubber goods be continued—and there is every indication that they will be—then there will undoubtedly be a considerable demand for this class of merchandise through the medium of “fences.”

Therefore, National Automobile Club has issued a warning to all motorists to lock their cars, as it is the experience of both the theft bureau and the various police depart-

OVER 100,000 SIGNS ARE REMOVED FROM HIGHWAYS OF STATE

Over 100,000 small signs have been removed from along Florida highways since last October, when the supreme court upheld a 1941 law requiring signs to be at least 15 feet from right-of-way lines, according to a report made by William L. Hill, director, under administration of the law by the State Road Department.

As many as 257 signs were taken from a single building, Director Hill said.

Work of removing larger signs has been started and Director Hill is urging owners to remove them or to obtain permits located in legal spots.

“Many who did not at first think much of the law are now enthusiastic,” Hill said. “We are getting hearty cooperation from everyone now that the effect has been noted.”

ments, that the great majority of automobiles stolen and stripped are those which are left on the streets unlocked. Owners should realize the vital importance of keeping a record of the serial numbers of their tires. No police identification can be offered without such information.

It is patriotic to drive carefully. Help smash the enemy by avoiding smashups, advises the Department of Motor Vehicles.

KENNEDY SEES SILVER LINING IN WAR CLOUD

The travel restriction cloud will have a silver lining for Florida because it will provide more fish and game for the future, according to Dr. I. N. Kennedy, secretary of the State Game and Fresh Water Fish Commission.

Kennedy stated that there will be a sharp decline in hunting and fishing during the emergency, resulting in an increase of game and fish.

Development of public hunting and fishing grounds, one of Governor Holland's hobbies, has been retarded by the war but Kennedy stated that he believes that this work can be resumed shortly.

EXHIBIT SHOWS STATE FARMING AND INDUSTRY

Florida's agricultural and industrial resources are stressed in a diorama exhibit which has been opened in the Jacksonville terminal station under the direction of S. W. Hiatt, fruit and vegetable specialist of the State Marketing Bureau.

Opening of the exhibit last week featured a talk by Commissioner of Agriculture Nathan Mayo. There are 13 large dioramas and displays which feature tourist attractions as well as agriculture and industry in Florida.

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35 Fast Enough on Retreads . . .

New tires and retreads purchased now contain less crude rubber and have a lower heat-resisting factor than the prewar tires, according to Director J. J. Gilliam of the Florida Department of Public Safety.

"To avoid blowouts and resultant traffic accidents, do not drive your car over 35 miles an hour on tires distributed after March 1, regardless of what the legal speed limit is," says Director Gilliam.

According to government specifications, passenger car tires must be produced with 30 percent less crude rubber than formerly, and military or combat tires, 17 percent less. "Camelback," which is used for re-treading, will contain 50 percent less crude rubber. These restrictions necessitate the use of reclaimed rubber and "carbon black" in manufacturing tires and retreads.

Passenger car tires are built to withstand 180 degrees (Fahrenheit) and truck tires to stand 210 degrees. When the carcass temperature becomes higher than these limits, the tire will disintegrate. Either the tread will separate from the carcass or a heat blow-out will occur between the fabric and rubber.

Speed is the greatest contributor to carcass temperature. For each mile per hour increase the friction temperature rises 1.6 degrees. Velocity is three and a half times more effective in raising the carcass temperature than atmospheric heat, which only raises tire heat 45/100 of a degree for each normal temperature degree.

No instrument has been perfected to measure the carcass heat of an auto tire, but manufacturers have learned that for each pound increase in air pressure a tire registers when checked before and after a trip, the temperature rises eight and one-half degrees. The temperature of a tire can be found by adding together the atmospheric temperature, the trip temperature increase, and the normal running temperature. A tire carrying 30 pounds of air pressure has a normal running temperature of 30 degrees above atmospheric temperature.

Tire wear is increased by excessive speeds and improper inflation. Normal tire leakage equals one pound per day and, consequently, inflation should be checked twice a week to increase tire life. Longest tire life results from speeds not exceeding 35 miles per hour, and for each ten-mile increase in speed there is 25 percent increase in wear.

RINGLING'S GIFT TO STATE OF FLORIDA MAY REACH BIG SUM

If available assets can be liquidated at appraised values in the payment of outstanding indebtedness, the estate which John Ringling, circus magnate, willed to the State of Florida may be worth \$17,500,000, according to State Auditor Bryan Willis. He reported total of the estate assets at \$22,043,364 and obligations at \$4,500,000 at recent meeting of the State cabinet.

It may be some time before the State can obtain clear title to the John and Mabel Ringling Museum of Art at Sarasota, because of the widespread holdings of the estate. This \$11,000,000 collection was given to the public as a memorial and it was directed that the remainder of the estate should be used in maintenance. Ringling died in 1936.

REFUSES TO ALLOW BIG PROFIT ON BONDS

"A very small contribution out of a very large profit" is what Governor Spessard L. Holland this month called a \$138,000 advance made by the R. E. Crummer company to complete a \$4,000,000 Sarasota County road debt refinancing program. The governor and the other two members of the State Board of Administration said that they would not release gasoline tax money to reimburse the bond company, although the board took no formal action on what should be done about the advance.

Members of the county commission stated that they had no contract with the Crummer company to repay the money, that no demands for payment had been made and that no funds were provided for the purpose in the budget. W. J. Meredy, Crummer agent, said his firm considered the advance a legal obli-

gation of the county.

The advance was made in October 1941, after the board had declined to release the funds under an agreement between the county and the company that the firm should be repaid the difference between the 97.5 price for which the company bought the bonds and the par value of original bonds the new issue was to replace. At that time the board, which is the fiscal agent for all counties in bond matters involving the gas tax, recommended that the deal be called off. The advance was made and the refunding bonds issued notwithstanding.

The board was informed by Governor Holland that the company later sold the refunding bonds when the market price was about 11 points higher than when they were bought from the county.

800 STUDENTS ENROLL FOR SUMMER SCHOOL

Eight hundred students have enrolled for the summer session of the Florida State College for Women, Tallahassee. The first term will last for six weeks ending July 25, the second term for five weeks ending August 29. The majority of students will be teachers returning for refresher courses.

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PATROLLING THE PENINSULA

(Continued from page 6)

After careful study the writer is of the opinion that automobile travel throughout the Nation cannot be expected to decrease to any appreciable extent until it becomes impossible to operate some of the cars now in use. It is doubtful, however, if tire and gas rationing will do more than curb pleasure trips—as for the tire situation, take a look at the tires on parked cars which line the streets of any city and decide for yourself how many of them will last another year, or even two.

While all patriotic Americans are willing to forego many pleasures until world affairs change, our economic system is built up around automobile transportation to such an extent that it seems doubtful if motor vehicle travel can greatly decrease even during our present emergency, because this method of transportation is vital.

However, the odds are all against the reckless driver who abuses his car and driving privileges. The present emergency may prove beneficial in more ways than one regarding safety on the highways. One of the Nation's great problems is to curb reckless driving by education, or if necessary, by law enforcement.

The Florida Highway Patrol is endeavoring to assist motorists in preserving their cars as well as decreasing the number of casualties caused by the improper operation of them. In addition to their program of law enforcement and highway safety, patrol officers render assistance to many motorists. It is not unusual to see a patrolman assisting in changing a tire, or driving a stranded motorist to a service station. In case of a collision, highway patrolmen prove the value of their first-aid training by caring for the injured. During the first five months of this year, State highway patrolmen rendered first-aid to more than 340 motorists and rendered other assistance to 1,375 others.

Reports show that there are some civilian drivers who are not showing proper regard for the rights of army convoys. The attitude of civilian motorists toward these convoys should be patient deference; keeping in mind the fact that soldiers killed or injured, and army units damaged, together with loss of time, can cause a critical situation to develop in our war program.

All civilian motorists should resolve to have no part in stalling

Idle Barges Ready to Transport Gas

SEVENTY barges and 45 tugs were idle and available in Florida ports between May 18 and May 23 for the transportation of gasoline, according to a report forwarded to Petroleum Coordinator Ickes by Governor Holland the first of this month. More carriers now engaged in transporting wood products and sand, to the number of 359 barges and 273 tugs, could be converted into gasoline transportation, he said.

The information went to Washington in support of the governor's contention that Florida should be classified as a gulf State and released from the eastern seaboard gasoline rationing area.

Governor Holland pointed out that 74 percent of April gasoline deliveries into Florida by tanker and barge were at gulf coast ports, and he said tankers and barges that went around the Florida tip to the east coast could have docked on the gulf side for transshipment of their cargoes by way of the Fort Myers-Stuart canal or by rail or truck thus saving valuable time for the gasoline carriers.

Thirty-one tankers delivered 33,471,183 gallons of gasoline into the State during April, and 21 of these docked in gulf ports. Thirty-

seven barges brought 18,058,563 gallons and 32 of these discharged at gulf ports.

On May 1, Florida companies had 39,053,000 gallons of gasoline in their storage tanks, an increase of 2,600,000 over their inventories on April 1. Gasoline consumption for April was 30,000,000 gallons.

Supporting his statement of barges and tugs available for conversion, so that some would be released for gasoline carriers, Holland sent Ickes this list of equipment checked in Florida ports between May 18 and May 23:

Barges—	Steel	Wood	Total
Idle	5	65	70
Petroleum	85	7	92
Wood products	16	97	113
Sand and gravel	0	40	40
Miscellaneous	22	184	206
Totals	128	393	521
Tugs—			
Idle	3	42	45
Petroleum	9	24	33
Wood products	0	19	19
Sand and gravel	0	7	7
Fishing	0	116	116
Miscellaneous	15	116	131
Totals	27	324	351

"Accidents will happen." But you don't have to invite them by careless driving. Help cut the traffic toll.—Times-Union.

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AID TO DEFENSE

(Continued from page 10)

Classification of

State System	Miles in System	Amount
Access roads.....	Indefinite	\$1,948,153
Strategic network.....	2,100	1,830,447
Federal aid primary—not on strategic network	975	1,360,972
Federal aid secondary....	534	579,868
Grade crossing elimination.....		291,463
Other maintained roads....	4,800	2,576,318
Total construction contracts.....		\$8,597,221

In spite of the fact that 70 percent (in money) of the contracts was devoted to development in which the Federal government was interested, the department was able to make improvements on sections of other State-maintained roads which brought a considerable mileage up to adequate standards.

The general policy, in the improvement of this last class of roads, was to utilize the remaining available funds so that by the least expenditure the largest continuous mileage of road would be made adequate, and the largest volume of traffic facilitated.

Present day highway construction costs per mile vary considerably and in many instances high type construction (four lanes) on heavily traveled trunk lines will cost in excess of \$100,000 per mile. On only ten projects in 1941 and early 1942 more than four million dollars worth of work was contracted for and of this amount over two million dollars was allocated to eight projects not on the strategic network or a part of the access roads. These particular projects are excellent examples of the kind of work the road department is undertaking to build up our State.

For example, an extremely poor section of road had existed for years on State Road 500 in the southern part of Taylor County. With the improvement of this section there now exists good roads to all points of south Florida from the west. Another piece of work which shortens through travel considerably is that underway on State Road 15 between Otter Creek and Lebanon Station. Traffic from west Florida to the Tampa-St. Petersburg area will no longer have to be routed via Williston but may travel direct from Chiefland to Dunnellon, saving miles.

The short-cut between Maxville and Jacksonville not only shortens the mileage but also provides an additional outlet to or from Jacksonville, eliminating the necessity of

traveling through the heavily congested area west of Jacksonville on U. S. 1. The area around Hastings is a large agricultural section which specializes in winter potatoes and cabbages. By the improvement of road 47, not only is the immediate area served but shorter transportation facilities are provided for the farmers in this area to reach the main markets in Jacksonville.

Considerable improvements are underway on State Roads 30 and 79 which provide a more feasible and quicker cross-State travel between the East and West Coast markets at Vero Beach and the Tampa-St. Petersburg area.

One of the fastest growing agricultural areas in the State is that in the southern part of Collier County where the Everglades are being reclaimed for specialty farming. Heretofore the only outlet from this section was through Miami to the east and via Fort Myers to the west. The department is utilizing as much funds as can be made available to complete State Road 164 between Everglades and LaBelle, which furnishes a direct outlet to the north, permitting not only economical truck movement but greatly facilitating general travel by affording a shorter, hard-surfaced route.

The highway between DeLand and Daytona Beach carries a traffic volume that has warranted improvement for a long time. Construction work on a large section of this road is underway. A considerable portion of the money allocated to the projects referred to above necessarily come from State sources because Federal aid secondary moneys heretofore available for "Farm to Market Roads" have been, owing to the war emergency, allocated to the completion of the Overseas Highway in or-

der to serve the Naval Station at Key West.

In addition to the work initiated under the new contracts, which were analyzed above, the department continued (in most cases to completion) approximately 100 projects which were under way at the beginning of the year when the present administration took office. Roughly \$7,000,000 were spent on these projects. A good part of this money was also spent on access, strategic, or other Federal-aid roads. Maintenance requirements were increased both by the defense program which generated considerable heavy military traffic, requiring retreatment of surfaces and strengthening of bridges, and by inclusion in the State-maintained system of 294 miles of municipal connecting link roads—the most expensive type to maintain.

Maintenance costs may be expected to increase throughout the war, as construction funds must be devoted to development required from a military standpoint and funds will not be available for replacing obsolete sections of the present system.

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With 40,000 people killed by automobiles last year maybe saving rubber will cut down on wooden boxes.—Clermont Press.

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Project	Road	County	Contractor	Amount
Bids received April 9				
DA-WR 1-A(1)	261-48	Bradford-Clay	H. E. Wolfe Const. Co. & L. B. McLeod Const. Co.	\$237,512.23
DA-WR 3-(1)	4-A	Monroe	Cleary Bros. Const. Co.	198,461.49
Bids received May 7				
1075, 652 & 733	125-33	Escambia, Okaloosa & Walton	Smith Engr. & Const. Co.	14,047.34
802-C, 802-A & 97-A	10-115	Okaloosa	Smith Engr. & Const. Co.	7,105.59
97-D, 97-H, 97-J, 766, 767, 787, 1035 & 1179	10, 52, 115	Walton, Bay & Washington	Southeastern Const. Co.	46,109.84
5160 (1)	61	Polk	John E. Ballenger Const. Co.	18,957.86
727	47	St. Johns	Hubbard Const. Co.	18,027.31
701 & 676-B	13-500	Duval & Levy	Hall & Caddell	69,124.66
587, 718, 888 & 714	5-A, 28, 49	Columbia-Union	A. O. Greynolds Co., Inc.	66,272.36

SUPPLEMENTAL AGREEMENTS

The following supplemental agreements were approved:

On motion of Mr. Townsend, seconded by Mr. Ward—

Proj. FAGS 17-A(1), Rd. 2, Polk County, Powell Brothers, Inc., \$30.00 Increase.

Proj. SNFA 122-A(1), Rd. 8-A, Glades-Highlands, Ebersbach Constr. Co., No ch: nge.

On motion of Mr. Stockton, seconded by Mr. Townsend—

Proj. 95-E(2) & 95-F(2), Rd. 81, Levy, Duval Engr. & Contr. Co. \$270.00 Increase.

Proj. 5524(2), Rd. 550, Clay, R. H. H. Blackwell (Est.) \$3,000.00 Increase.

Proj. 5134(3), Rd. 363, Duval, H. E. Wolfe Constr. Co. (Est.) \$7,106.11 Increase.

Proj. 5448(2), Rd. 135, Liberty, Peterson & Earnhart, \$420.00 Increase.

On motion of Mr. Ward, seconded by Mr. Stockton—

Proj. 117-A(1), Rd. 21, Volusia, M. J. Carroll Contr. Co., \$2.70 Increase.

Proj. 117-A(1), Rd. 21, Volusia, M. J. Carroll Contr. Co., \$460.20 Decrease.

HOLMES COUNTY

Representative Emogene Commander of Holmes County appeared before the Board and requested the Department to authorize his county to acquire the right of way on Road 185 or Road 358 between Leonia and Sweetgum Head, and he also asked that work be continued on Road No. 88.

HOLMES COUNTY—ROAD 185 OR ROAD 358—PROJECT 5154—RIGHT OF WAY

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 185 or 358, from Leonia to Sweetgum Head, in Holmes County, located and surveyed and has designated the same as Project 5154 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at

TEACHERS APPOINTED FOR SUMMER SESSION

The State Board of Control has approved appointment of 11 additional members of the University of Florida 1942 summer session faculty, among them five teachers in Florida schools.

Ruby Irene Adams, Jacksonville, instructor in curriculum construction;

Mrs. Mabel F. Alsetter, Miami, professor of education;

Miss Eunice Katherine Crabtree, Towson, Md., professor of education;

Ruth Dichtenmueller, Broward County, instructor of education;

Paul Eddy, Department of Education, National defense science;

William A. Gager, St. Petersburg, assistant professor of curriculum construction;

Mrs. Kathleen T. King, Florence, Ala., instructor of education;

Hal Graham Lewis, Florida and Columbia universities, assistant professor of education;

Mode L. Stone, State Department of Education, bulletin series division;

Gilbert A. Sanford, University of Mississippi, assistant professor of sociology;

Harry Moore, University of Texas, assistant professor of sociology.

its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined neces-

MUST PAY INSURANCE CONTRIBUTION JUNE 30

Contributions for unemployment compensation must be paid by Florida employers before midnight, June 30, to escape penalty, according to announcement of Chairman Boyce A. Williams of the State Industrial Commission.

The penalty is three percent of the amount of the employer's payroll.

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sary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**PALM BEACH COUNTY—ROAD 172—
PROJECT 1138(5620)—RIGHT OF WAY**

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 172 in Palm Beach County, located and surveyed and has designated the same as Project 1138 (5620) and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**MARTIN COUNTY—ROAD 199—
PROJECT 5417—RIGHT OF WAY**

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 199 in Martin County located and surveyed and has designated the same as Project 5417 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it

is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the land necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**POLK COUNTY—ROAD 34—PROJECT
5719—RIGHT OF WAY**

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 34 in Polk County located and surveyed and has designated the same as Project 5719 and has prepared a right of way of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure

the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**MANATEE COUNTY—ROAD 18-A—
CANCELLATION OF R/W
CONTRACT BOND**

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that Standard Accident Insurance Company is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Manatee County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 1st day of April, A. D. 1940, in the penal sum of \$1,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 1st day of April, A. D. 1940, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 1216, of State Road No. 18-A, and said surety bond is hereby terminated and canceled; Provided that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

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CITY OF TAMPA—ROAD 17— CANCEL- LATION OF R/W CONTRACT BOND

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that National Surety Corporation is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by the City of Tampa, as principal, and said corporation, as surety, to this Department, as obligee, dated the 13th day of April, A. D. 1942, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain Right of Way Contract, between the said City and this Department, concerning the acquisition by said City of rights of way to this Department for Project No. 96 of State Road No. 17, and said surety bond is hereby terminated and canceled; Provided that nothing herein shall be taken or construed to mean that said Right of Way Contract between said City and this Department is in any wise impaired, modified or affected.

HERNANDO COUNTY—ROAD 5—CAN- CELLATION OF R/W CONTRACT BOND

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that The Fidelity & Casualty Co. of N. Y. is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Hernando County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 5th day of April, A. D. 1930, in the penal sum of \$5,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 5th day of April, A. D. 1938, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 545, of State Road No. 5, and said surety bond is hereby terminated and canceled; Provided that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

PINELLAS COUNTY

The Secretary presented three resolutions submitted by the Pinellas County Commissioners, i.e.:

(1) Requesting the Department to resurface Roosevelt Boulevard, State Road 64, and Tyrone Boulevard, State Road 15, into St. Petersburg.

(2) Offering to the Road Department a check in the sum of \$3,280.83, as payment in full of the obligation of Pinellas County as pledged for the acquisition of right of way on Road 81 in Levy County.

(3) Thanking the Governor and the State Road Department for their efforts in matters affecting Pinellas County.

On motion of Mr. Ward, seconded by Mr. Stockton, the Pinellas County resolutions were referred to Mr. Townsend, Member from that District.

PINELLAS COUNTY—CONTRIBUTION FOR ROAD 81 IN LEVY COUNTY

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that the check offered by Pinellas County, in the sum of \$3,280.83, be acknowledged, with the understanding that it will not be cashed until a check has been received from Levy County covering the obligation assumed by that county toward the purchase of the necessary right of way for Road 81 thru the said Levy County.

AVIATION DIVISION

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that in view of the income of the Department and the necessity for curtailment of expenditures where possible, the Board thinks it is advisable to discontinue the Aviation Division for the duration of the War, same to become effective July 1, 1942.

PUBLIC LIABILITY INSURANCE ON ELEVATOR

On motion of Mr. Stockton, seconded by Mr. Townsend, it was agreed that public liability insurance on the elevator in the Martin Building should be carried on a yearly basis.

HILLSBOROUGH COUNTY—ROAD 5 LUTZ CROSSING

The Secretary presented a letter from John M. Allison, Assistant County Attorney of Hillsborough County, relative to the right of way for the railroad crossing on Road 5 at Lutz and the contribution made by the County in 1935 for that purpose. On motion of Mr. Townsend, seconded by Mr. Ward, this matter was referred to the Engineering Department for report at the next meeting.

CLOSING OF ROAD 10 THROUGH SITE OF PANAMA CITY SHIP- BUILDING PLANT

The Secretary presented a certificate from the State Defense Council making request of the State Road Department that that portion of State Road 10 (U. S. Highway 98) lying within the Panama City Shipbuilding Company's yard site be closed as a highway in order that the work being done at the said plant may be

carried on more expeditiously.

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, the State Road Department of the State of Florida has received from the State Defense Council of Florida a certificate, the exact contents of which are as follows:

"Certificate of the State Defense Council
STATE OF FLORIDA
COUNTY OF LEON—SS

This is to certify that the State Defense Council of the State of Florida has found and determined:

1. That the shipbuilding yard site at Panama City, Florida, which is to be used by the Panama City Shipbuilding Company under the supervision of the Maritime Commission, is an area needed to expedite and promote the State and Na-



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tional Defense for the building of ships essential to the Nation's defense and war effort.

2. That it is expedient to the promotion of State and National Defense that that portion of State Road 10 (U. S. Highway 98 lying within said shipbuilding yard site at Panama City be closed, vacated and abandoned as a highway and as a highway right of way and dedicated as a part of said shipbuilding site so that the said highway within said area and traffic thereon will not interfere with the shipbuilding operations conducted in said shipbuilding yard. Said portion of said highway to be closed is described as follows: 'That part of Florida State Road 10 (Project 678) lying within the site of the Panama City Shipbuilding Company in Panama City, Bay County, Florida, including such additional sections of said road which are no longer needed for highway purposes because of the closing of said road within the shipbuilding site.'

It is directed that this certificate be forthwith transmitted to the State Road Department at Tallahassee, Florida.

IN WITNESS WHEREOF the State Defense Council affixes its seal and subscribes its name by its Chairman and its Executive Director hereunto duly authorized, this 5th day of May, A. D. 1942.

(SEAL) STATE DEFENSE COUNCIL
By Spessard L. Holland,
Chairman,

Geo. L. Burr,
Executive Director."

WHEREAS, said certificate has been entered among the records of the meeting of the State Road Department on this day, being the first meeting of said Department since the receipt of said certificate; and

WHEREAS, there is no alternative route of connection between the points on State Road 10 within which lies said portion of State Road 10 which is to be vacated and closed as provided by said certificate.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that it hereby declares that there is no alternative route of connection for State Road 10 between the points thereon in which lies said portion of said road described in said certificate.

BE IT FURTHER RESOLVED that if within six months from the date of the adoption of this resolution the U. S. Maritime Commission provides such an alternative route of connection of similar specification as said portion of State Road 10 described in the said certificate hereinbefore set forth, and dedicates the same as a part of State Road 10, and the same is accepted by the State Road Department, then and in that event, the State Road Department shall and does hereby forever close, vacate and abandon said portion of said State Road 10 (and the right of way thereof) described in said certificate, and perpetually dedicates the same for shipbuilding purposes to the use of and as an appurtenance to said Panama Shipbuilding Company, such dedication to become effective immediately upon the acceptance of said alternative route of connection by the State Road Department, PROVIDED, however, that the State Road Department reserves the continued use of said portion of State Road 10 described in said certificate unless and until said alternative route of connection is provided, dedicated and accepted as aforesaid, and PROVIDED FURTHER that the U. S. Maritime Commission shall provide suitable means of ingress and egress at all times to the unclosed portion of State Road 10 or said alternative route of connection of State Road 10 to all persons residing in the vicinity of the closed portion of State Road 10 who otherwise would be denied ingress and egress therefrom by the closure of said portion of State Road 10. PROVIDED FURTHER that if said means of ingress and egress are not made available, and if said alternative

route of connection is not provided, dedicated and accepted as aforesaid, the State Road Department reserves the right to revoke without notice this resolution and all rights hereunder at any time after the expiration of said period of time hereinabove specified.

CHANGE IN PAY FOR YARDMEN

On motion of Mr. Townsend, seconded by Mr. Stockton, the schedule of salaries to be paid to Yardmen at convict camps was raised from the present range of \$75 to \$90 a month to the range of \$90 to \$125 a month; also authority was given for carrying temporary employees on the payroll on an hourly basis rather than at a monthly salary.

BONDS FOR CONVICT CAPTAINS

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that all convict captains employed by the State Road Department shall be placed under fidelity bonds at \$1,000, at the Department's expense, said regulation to become effective immediately.

PROPOSED CONSTITUTIONAL AMENDMENT COVERING GASOLINE TAX

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, the Florida State Legislature at its 1941 Session enacted Senate Joint Resolution 324, proposing the addition of Section 16 to Article IX of the State Constitution, pledging the proceeds of two cents per gallon tax on gasoline for a period of fifty years to the several counties for the retirement of county road bond indebtedness, with surplus over bond retirement to be used for public highway purposes; and

WHEREAS, the Administration of Governor Spessard L. Holland, the Tax Inquiry Council, and the Florida Association of County Commissioners sponsored the enactment of said resolution; and

WHEREAS, the adoption of the said Amendment at the general election to be held in November 1942 is necessary to the permanent solution of the problems involved in retiring Florida's road bond indebtedness and in providing ample revenues for the continued improvement of the state and county road systems, Now, Therefore,

BE IT RESOLVED by the State Road Department of Florida, in session at Pensacola, this the 22nd day of May 1942, that the adoption of said Amendment will be of great and lasting benefit in solving the road bond problems of the counties and in the development of the state and county road systems, and merits the support of all the citizens of the State.

BE IT FURTHER RESOLVED, that the Department furnish to all who are interested full and complete information concerning the effect of said Amendment in providing for the public road system of the State.

ADJOURNMENT

On motion of Mr. Ward, seconded by Mr. Stockton, it was agreed to accept the invitation of the Marion County Chamber of Commerce and to hold the next meeting at Ocala, on a date to be set by the Chairman, and the meeting adjourned.

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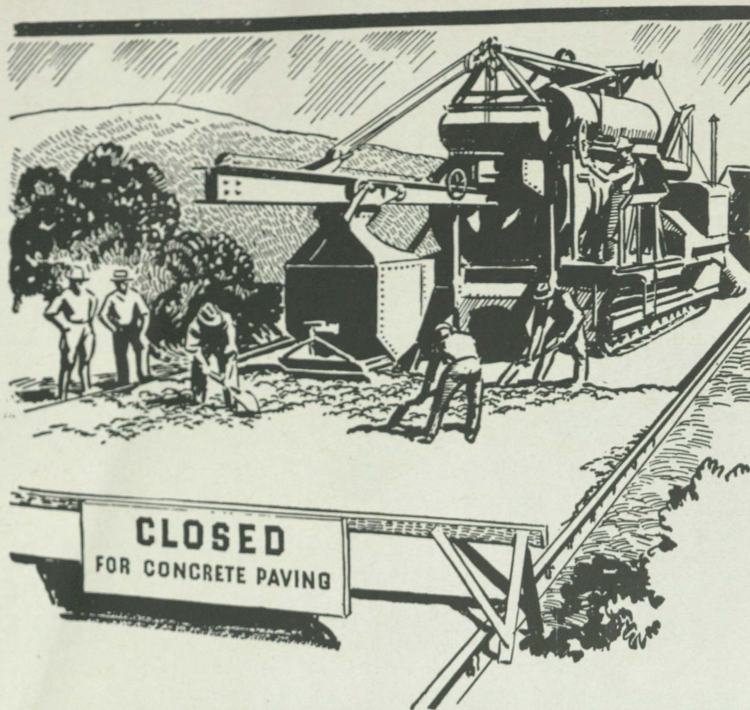


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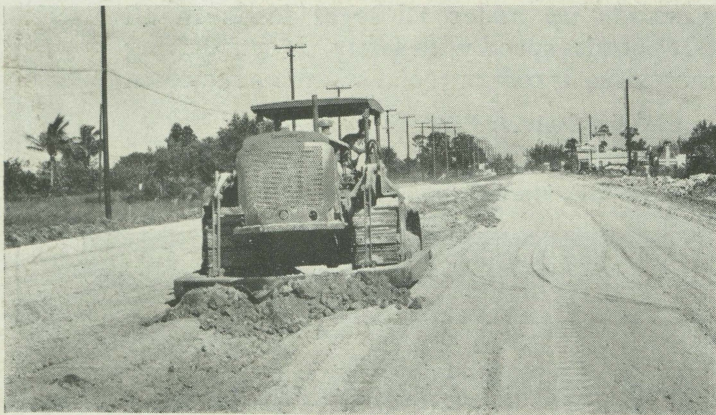
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